

For Sale.

MacEWEN, FRICKEL & Co.

VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.HAVE FOR SALE
THE FOLLOWING

STORES.

—

EX AMERICAN MAIL STEAMER.

Smoked HAMS.

Golden SYRUP in Gallon Tins.

Assorted SYRUPS.

CUTTING'S TABLE FRUITS.

ASPARAGUS.

Queen OLIVES.

Sausage MEAT.

OAVIAR.

Potted MEATS.

MAKEREL in 5lb Tins.

Eagle Brand MILK.

Lamb's TONGUES.

Green CORN.

Baked BEANS.

BRAWN.

—

A LARGE ASSORTMENT

of

COOKING AND PEARLOR

STOVES.

AGATE IRON WARE COOKING

UTENSILS.

WOFFLE IRONS.

CHARCOAL IRONS.

KEROSENE LAMPS.

NONPAREIL KEROSENE OIL.

—

WINES, &c.

SPARKLING SAUMUR, Pts. & Qts. @

\$11 and \$12.

CUP CHAMPAGNE, Pts. & Qts. @ \$12

and \$14.

SAUCONY'S SHERRY.

SAUCONY'S INVALID PORT.

ROYAL GLENDEF WHISKY.

JAMISON'S WHISKY.

HERING'S CHERRY CORDIAL.

ASSORTED Liqueurs.

DRAUGHT, ALE and PORTER.

etc., etc., &c.

—

THE USUAL ASSORTMENT

of

OILMAN'S STORES,

at the

Lowest Possible Prices

FOR CASH.

MacEWEN, FRICKEL & Co.

Hongkong, July 1, 1886. 1268

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:—ALEX. MCNEIL, American ship, Capt. G.
W. DAVID.—Messengers Maritimes.ANNIE H. SMITH, American ship, Capt.
R. B. BROWN.—Arnold, Kartberg & Co.ANNIE W. WESTON, American barque, Capt.
WM. DUNCAN.—Master.BASH J. H. BOWERS, Amer. barque, Capt.
John A. PLUM.—Chinese.BENJAMIN SIWAL, American ship, Capt.
Turner.—Preston & Co.CAREN HICOL, American barque, Capt.
H. P. PRINCE.—McDonald, Bell & Co.COUSINS, American barque, Captain L. H.
HOWE.—Arnold, Kartberg & Co.FRIEDERICK, German barque, Captain H.
SPERL.—Messengers Maritimes & Co.

GLENARD, British steamer, Capt. Grandin.

HARRIS N. BAXES, Amer. barquentine,
Capt. E. BANG.—Gossel & Co.

J. D. PATRICK, American ship, Capt. G.

L. LANE.—Messengers Maritimes.

LUIS A. NIUEZ, American ship, Capt.
O. M. NICHOLS.—Edward Schellhas & Co.MC LAUREN, American ship, Capt. Jas. H.
LITTLE.—McLennan & Co.OASIS, American ship, Captain DILLON.—
McLennan & Co.R. R. THOMAS, American ship, Capt. P.
B. NICHOLAS.—ADAMSON, Bell & Co.

REVOLVING LIGHT, British ship, Capt. J.

SUEZ, British steamer, Captain DODD.—
Gibb, Livingston & Co.WM. LE LACHEUR, British barque, Capt.
J. H. VEITCH.—Arnold, Kartberg & Co.XMAS, American barque, Captain N. E.
REYNOLDS.—Douglas Lapraik & Co.ZOUAVE, American ship, Captain Robert
O. LOPEZ.—Order.

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR AMOY AND TAMSUI.

The Co.'s Steamship
"Hawking",
Captain Roach, will be
despatched for the above
Port TO-MORROW, the 27th instant, at
3 p.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, July 26, 1886. 1438

FOR SHANGHAI.

The Steamship
"Ningpo",
Capt. W. POTTS, will be
despatched for the above
Port TO-MORROW, the 27th instant, at
4 p.m.

For Freight or Passage, apply to

SIEMSEN & Co.

Hongkong, July 26, 1886. 1439

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY, & FOOCHOW.

The Co.'s Steamship
"Fokien",
Captain WYLLIN, will be
despatched for the above
Port on WEDNESDAY, the 25th inst., at
Noon.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, July 26, 1886. 1435

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Co.'s Steamship
"Stenor",
Captain EDWARD, will be
despatched as above on
SATURDAY, the 31st instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 26, 1886. 1436

THE GIBB LINE OF STEAMERS.

FOR SYDNEY (DIRECT) AND
MELBOURNE.(Taking through cargo to ADELAIDE,
TASMANIA and NEW ZEALAND.)The British Steamer
"Iolan",
Capt. ED. ALLISON, will be
despatched as above on
MONDAY NEXT, the 2nd August, at
4 p.m.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Managers.

Hongkong, July 26, 1886. 1444

FOR LONDON VIA SUEZ CANAL.

The Steamship
"Glenroy",
Captain NORMAN, will be
despatched as above on
or about the 6th August.This Steamer has superior Accommodation
for First-class Passengers and carries a
Doctor and Stewards.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.

Hongkong, July 26, 1886. 1441

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.THE Steamship "Tsiang", having ar-
rived from the above Ports, Consignees
of cargo by her are hereby informed that
their Goods—with the exception of Salt-
petre—are being landed at their risk
into Mearns JARDINE, MATHESON & Co.'s
Godowns, at West Point, whence delivery
may be obtained.Salt-petre impeding the discharge will be
canceled and stored at Consignees'
risk and expense.Cargo remaining undelivered after the
30th instant will be subject to rent.All claims must be made immediately as
none will be sustained after the 28th inst.

No fire insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, July 26, 1886. 1440

DEPARTURES.

To-day's Advertisements.

NOTICE TO CONSIGNEES.

STEAMSHIP WELLINGDORF, FROM
HAMBURG.CONSIGNEES of cargo are hereby re-
quested to send in their Bills of Lading
to the Undersigned for countersignature
and to make immediate delivery of their
Goods from alongside.Cargo impeding the discharge of the
Steamer will be landed and stored at
Consignees' risk and expense, and no
fire insurance will be effected.All claims against the Steamer must be
presented to the Undersigned immediately,
or they will not be recognized.MELCHERS & Co.,
Agents.

Hongkong, July 23, 1886. 1434

SHIPPING.

ARRIVALS.

July 25, 1886.—

Kul Sung, British steamer, from Whampoa.

Ningpo, British steamer, from Whampoa.

Johann, German steamer, from Whampoa.

Zafiro, British steamer, 675, R. M. Tal-
ton, Manila July 22, General.—RUSSELL &
CO.Smits, Dutch steamer, 821, H. G. Rothaak,
Haiphong July 23, General.—ADAMSON,
BELL & CO.Tsiang, British steamer, 1,505, T. L.
Davies, Calcutta and Singapore July 19,
General.—JARDINE, MATHESON & CO.Patroclus, British steamer, 1,386, H.
Thomson, London June 13, and Singapore
July 19, General.—BUTTERFIELD & SWIRE,
Agents.

Hongkong, July 26, 1886. 1436

DEPARTED.

Por Melbourn, for Shanghai: from Hong-
kong, Messrs. Bougier and Myburgh; from
Marseilles, Mr. and Mrs. H. Rosenzweig and
3 children; from Singapore: Mr. Ed.
Almada, and 2 Malays; from Saigon: Messrs.
Waltz and Louis.Per Tsiang, for Kobe: from Hongkong:
Mr. McNaughton. For Yokohama: from
Marseilles, Mr. and Mrs. Hagai; Messrs. S.
Koh, Miyahara, and Korn and Hartman
from Singapore: Major Hughes.Per Zafiro, for Amoy, &c., S. Europeans,
and 120 Chinese.Per Kungshang, for Shanghai: Mr. Horwitz,
3 children and servant, and 30 Chinese.

Per Thales, for Swatow, Mr. Ki Fung Fo.

To Depart.

Per Patroclus, for Amoy, 120 Chinese.

Per Anton, for Hoihow, 110 Chinese.

SHIPPING REPORTS.

The British steamer "Tsiang" reports:

From Singapore to Pulo Spatha, light S.E.
winds and fine weather: thence to port
moderate S.W. winds and fine clear wea-
ther.

The British steamer "Kohgar" reports:

Had fine weather with moderate to light
S.W. winds.

The British steamer "Haiphong" reports:

Had moderate S.W. winds and fine weather
throughout. Steamer in Fuchow, Genoa,
Genoa and Africa. Steamer in Swatow,
Vortigern and Carabrook.

The British steamer "Danube" reports:

Left Kow-si-ki on Sunday, 18th July, and
experienced fine weather throughout.

The British steamer "Amy" reports:

Had fine weather with moderate to light
S.W. winds and fine weather with light S.E. winds
throughout.The British steamer "Antonio of London"
Left Saigon 2nd July, 8 a.m., experienced
fine weather with light S.E. winds and
rain. Steamer in Saigon, Normanton, Pearl
Galley of Lorn.

POST OFFICE NOTICES.

MAILS will close:—

FOR SWATOW, SINGAPORE & BANG-
KOK.Per Pecking at 9.30 a.m. on Tuesday,
the 27th inst.

The new *Imperial* *Chang Chi* case is getting up at this rate of about two weeks per witness. The third witness has now begun to tell his story, and, perhaps, before many months are over, the case will be settled as far as this Colony is concerned. We almost imagine Mr Macken will be sorry to part company with the familiar faces that have been grouped together for such a long time. It has been an eminently trying case that came in to fill up a spare afternoon when work was slack. The witness too had had a rare experience. It falls to the lot of very few *Okimans* to have their history and that of their sisters, cousins and aunts so eminently recorded in black and white as is the history of the witnesses and the witnesses' families in the case of the illustrious robber.

And what an amount of energy there must have been consumed when it takes full five minutes' hard work to get an answer to the simple question: "How long have you been at sea?" The Foochow witness speaks to a Foochow interpreter who translates the answer into Mandarin, to be retranslated by Inspector Quinney into English. And then it is so difficult sometimes to make the Foochow interpreter understand the drift of a question that the queerest answers are given. The witness that was being examined this afternoon, on being asked whether he could read, was made to say: "The characters know me, but don't know the characters"—about as quaint an answer as has been given in the Court for some time.

The U.S. frigate *Alert* (4), Commander Barclay, left Yokohama on the 18th instant for San Francisco.

It was expected that Admiral Davis would hoist his flag on board the *Marion* on the 19th instant.

The Directors of the Co-operative Cargo-Boat Company of Shanghai have declared an Interim Dividend of 100 per cent.

It is noticed in Shanghai that Yokohama has been declared an infected port, on account of prevalence of cholera there, and that quarantine regulations will be enforced at all ports on vessels arriving from there.

The United States steamer *Polaris* is expected at Shanghai shortly from Korea for repairs. The news believes she will afterwards take the place of the *Monocacy* at Canton.

The *London Gazette* understands it has been decided that Upper Burma is to be divided into four Commissions—Mandalay, Shamo, Ningyan, and Chindwin—so there will shortly be promotion for some one.

Our Shanghai contemporaries announce that the steamer *Castor*, which arrived at Shanghai on the 20th instant from Hongkong, made the remarkably good time of 68 hours. This is seldom beaten by the Mail boats.

GENERAL Count Saigo, minister of state for the Japanese navy, and party left Yokohama on the 13th instant in the *City of Peking* on an official tour to Europe and America. Count Saigo is to visit the United States, England, Germany, Austria, and Italy is expected to occupy ten months.

The Blue Funnel Line steamer *Dordogne* passed through the Suez Canal on the 12th instant. Says the *N. C. D. News*:—The boiler of the vessel weighs 60 tons, and it requires 40 horses to take it from Messrs. Schenck and Co's yard, Newcastle, where it was built. It is 21 ft. 6 inches long, and 16 ft. 3 inches in diameter, and it has six furnaces, each of 4 ft. 6 inches diameter.

The *City* *Advertiser* hears that there is every likelihood of Shanghai being visited next winter by a Comic Opera Company, who will give performances both in French and English. Our *Contemporary* adds:—The Company is a strong one, and should receive support. A subscription list will shortly be opened here, and if sufficient indications offer, we may be almost certain that they will pay us a visit.

At the end of a summary of our article on the trade of Hongkong, published on the 14th instant, the *N. C. D. News* says:—It would be an interesting though laborious task to compile a series of tables showing how far sterling values and silver selling prices have accommodated themselves, in the principal manufacturers, to the fall in the value of silver. It would doubtless be found that on the whole the chief loss to the merchants has been not in the drop it self but in the coming too suddenly and unexpectedly.

M. AGUARDI, the newly appointed Apostolic Delegate to Peking, in Archbishop of Ceasarea, and a man in whom the Pope places great confidence. He was engaged on a diplomatic mission to Goa a short time ago and was diplomatic agent for the Pope in British India, showing himself a man of great tact. It appears that both the British and German Governments, according to a French newspaper, are in favour of M. Aguardi's appointment. He will receive the same honour as a Cardinal, and is expected here about the end of the present year. —*N. C. D. News*.

On the 19th instant at Shanghai, the thermometer in a shaded situation, free from radiation, and at the regulation height of four feet from the ground, reached a maximum of 97° in the afternoon. It is a notable incident (says the *N. C. D. News*) that by the Chinese calendar, the 19th of July is the day when the Great Heat should begin. It is possible that these days are not fixed arbitrarily, but that the fixture—which so often turns out wrong—are the result of long continued, though now forgotten, observations of the weather. It is not fair to judge of the former attainments of the Chinese, by their present neglect of scientific study.

The *London Times* announces the death of two ecclesiasts and the narrow escape of a third on board the S. S. *Argus* in that port under peculiar circumstances. Dr. Johnson, who gave medical evidence to the death of the two ecclesiasts, stated that the vessel had loaded with Durians and Nippos the ventilation was very deficient, and death was in his opinion due to asphyxia in consequence of the powerful smell arising from these commodities. The man who was drawn out of the hold is doing well. It was, however, with some difficulty that he was brought round. The *Argus* is now waiting to be unloaded, but the ecclesiasts seem to be excessively afraid of the Chinese, by their present neglect of scientific study.

This case is one that should lead shipowners to take into account the ventilation of the holds of their ships.

According to the *Macau Express* of the 11th instant, news had been received to the effect that the German steamer *Prinz Heinrich*, recently stranded at the mouth of the Amur river, has been got afloat again, and was undergoing temporary repairs, to enable her with safety to go to Nagasaki to be docked and thoroughly repaired.

The *Overland Mail*, among its "Fashionable marriages," records the following:—On June 12 a wedding took place at St. George's, Hanover Square, that has been looked forward to with great interest both in New York and the Isle of Thanet. The bride was Miss Ellen Auguste Fearn, daughter of the late Mr. Charles Auguste Fearn, of Shanghai and Chihshih; the bridegroom being Mr. William Douglas Edwards (son of the late Mr. Downes Edwards), barrister-at-law.

An imposing cloud of locusts crossed over Manila in the afternoon of the 14th instant, between 5 and 6 o'clock. The insects finally alighted at Paco, Ermita, and other neighbouring places. The cigar factory "Le Flor de Isabela" was covered in darkness while the insects were passing over it. This is the thickest and most compact cloud of these insects that has passed over Manila for some years. At Tabayab Island, also, their presence is said to have been the cause of much misery this year.

The *Shanghai Mercury* announces that the German man-of-war *Bismarck*, *Olga*, and *Nouville*, now here, will shortly be joined by the *Carola*, and *Wolf* from Singapore. Here the vessels will await their reliefs in the *Roma*. After a short stay, the ships will leave for a northern cruise, calling thence to various treaty ports in China and Japan. About the end of the year the *Bismarck*, *Olga*, and *Carola*, will leave for the South, making their way, via Singapore, to Africa. The *Nouville* and *Wolf* will remain on this station.

Says the *N. C. D. News* of the 20th instant:—While the *Taku* was coming in to Woo-
ting on Saturday night, the sailors were seen afloat to furl some sails, and while so engaged, two of the men fell off the fore yard. One turned a somersault and alighted on the awning, receiving very little injury, for he was at work on Sunday morning. The other man fell on his side on the deck. On arrival at Shanghai, he was attended by Dr. Burge, who found that although the man was bruised, no bones were broken, and the sailor will probably be all right again in a fortnight.

The *Shanghai Mercury* of the 19th instant says:—Miss Eva Davenport and Messrs. Neil O'Brien and Charles Tyrrell proceeded fully recovered from her recent illness, and Mr. Tyrrell, anchor patient in January last, has turned the scale at 13 stone 2 lbs. The trouble in Manila and the libel case with \$5,000 damages—which, note here, he expects to be paid to him by the pigs—seem not to have laid any heavy on his mind; yet our cholera scare in Japan. We hope to see these popular artists soon on our boards, in a variety performance.

The *Shanghai Mercury* says:—In regard to the riots at Sungkien, in which the Missionary Chapel was destroyed, the former Prefect Yu received instructions from the high official to consult and arrange with the missionaries concerned, as to the amount to be paid for the damages. At the same time the Prefect ordered the Chie-hsien of Nanway to compel the originator of the riot, whose name is Shing, to produce a written document, expressing his willingness to pay for the damages, and to require substantial bondmen. The student Shing has repented of his mistake, and is willing to pay \$5,000 as an indemnity. —*Shanghai Courier*.

The *Courier* says by the *Shel. Pao* that Herr von Mollenhau has been appointed chief instructor to the Military Academy at Tien-tsin.

The former instructor, also a German, was dismissed some time ago, on account of disagreeing with the Manager, and the German Minister at an official dinner given by Li Hung-chang at Tien-tsin, on the 10th inst., tried hard to obtain a reappointment of the former instructor. The Vice-yo told the Minister that he had been dismissed on account of his bad temper, to which the Minister replied that the instructor had changed for the better, and in consideration of his military abilities he should highly recommend him for the post. The appointment of Herr von Mollenhau has evidently spoilt the chances of the former incum-

bent.

The following additional Regulations, dated July 23, have been made under the Spiritus Licentia Ordinance 21 of 1886, and the Crown Free Ordinance 17 of 1879:—

1. Intoxicating liquors bottled in the Colony may be sold under a wholesale licence, although the bottles are not contained in cases, provided not less than two quart bottles or twenty-four pint bottles of any one liquor are sold at one time.

2. Whenever no special provision has been made in the Spirit Licences Ordinance, 1886, for the Transfer of any Licence, such Licence may be transferred by the endorsement of the Officer who issued it, or by the issue of a fresh Licence by him.

3. The fee of \$10 for each Licence for an eating-house imposed by Section 31 of the above-named Ordinance is hereby remitted in the case of eating-houses for Chinese customers only.

In a recent number of the *Shipping World* the attention of Shipowners is directed to the rapid loading of coal in Bulk Docks, Cardiff:—

Managing owners of steamships will do well to note the advantages of Cardiff for loading vessels with coal. The following cases of quick loading of cargo and bunkers at the Bulk Docks exemplify the efficiency of the arrangements and appliances, especially when we remember the inert nature of South Wales coal. On February 20th, 1886, the *Veetil*, a.s., for Messrs. Worms, Jones & Co., loaded 1,167 tons in eight hours; March 8th, 1886, the *Emere*, a.s., for the Dowland Iron Co., loaded 1,212 tons in nine hours; April 22nd, 1886, the Great Yarmouth, a.s., for Messrs. Lewis & Co., loaded 1,008 tons in six hours; May 3rd and 4th, 1886, the *Rose Hill*, a.s., for Messrs. Worms, Jones & Co., loaded 2,291 tons in twenty hours. The employment of movable tanks in the loading of coal cargoes is a great stride in advance. It is evident that time lost in shifting ships for working each hatch, and enabling coal to be poured into three holds simultaneously.

It may also be interesting to Steamship Owners to know (says the *Stratford Times*) that these rates have repeatedly been exceeded at our own port by manual labour. The S. S. *Wingfield* belonging to the China Shipping Mutual Steamship Company was lately supplied with 400 tons of coal in the short space of two hours, and when it is remembered that the greater portion of the coal is closely packed in bunkers at a temperature where only trained men can work, we believe it is conceded that for this kind of work John Chapman is without a rival.

A MAURITIUS correspondent of the *India Daily News*, writing from Port Louis on the 8th ult., says:—The arrival last week of the German steamer *Duvelius* from Hongkong with 250 Chinamen has prompted the junior member for Port Louis, Mr. Coriolis, to give notice that at the next meeting of the Council of Government, he will move that steps be taken to put a stop to Chinese immigration.

The *Penang Gazette* of the 16th July says:—The latest news from Achmed is to the effect that the ransom demanded by Tunku Omar for the release of Mrs. Hansen and John Fay will not be paid.—The Dutch, as is the friendly *Amoy*, have determined upon "war to the knife." We are informed that the arrival of about four hundred Indians from the neighbouring districts, the method of employing labour in the mines shall be the same as that followed in Wau Nau. The details of the Wan Nam scheme will be adopted and applied by the Board to the mines of Kwangtung. According to this scheme twenty-five miners constitute a gang under the control of a responsible head man. Over every ten gangs there will be an overseer. Over every four overseers there will be a superintendent-in-chief. The tailors must be landed at the end of every year and fresh tailors will be issued by the Board. This will prevent persons from initiating the tailors and keep the forbidden classes from entering the mines and obtaining employment.

IMPORTANCE OF COAL AND IRON MINES; BOUNDARIES OF MINING LOTS.

For the defence of a country the most important minerals are coal and iron. Every year China expends several millions of dollars in the purchase of coal and iron from England and Germany. arsenals and naval yards where warships and munitions of war are made are now found in every province of the Empire. China will, in the future, have to make railroads. It is therefore the first consequence that the working of coal and iron mines should be encouraged at once. The design of the Board is to call on capitalists first of all, to invest money in coal and iron mines, and afterwards in gold, silver, lead and copper mines.

In order to avoid dispute and litigation arising out of questions of boundary, the following regulation is made to apply in every instance: The boundaries of a mine shall be defined in 15 ft. in each direction.

1. Foreigners are not allowed to purchase shares in the Kwangtung mines.

2. Chinese who have become converts to the foreign religion are prohibited from buying shares.

3. The original shareholders will not be permitted to resell or transfer their shares to foreigners.

4. Shares may not be sold to Chinese in the employ of foreigners. If any member of the excluded classes become shareholders, their right to hold shares will not be recognized.

A register of the mining shares disposed of shall be carefully kept and submitted to the Board for inspection that it may be ascertained whether the regulation is carried out.

The crime of making false entries in the register will be visited with severe punishment.

Owners of mines will be allowed to call in the services of foreigners. Looking to the causes of the failure, which have attended mining schemes in China, it is plain that some of the ill success is due to the fact that the prospecting of the ground was not done by persons of experience. So the mining of the ore carried on according to right methods. One consequence has been that capitalists who embarked in mining speculations were led to abandon them, and now-a-days those who possess the requisite capital and energy of such investment. If foreign engineers are employed and proper machinery for smelting used, the largest profits may be looked for from the mines of the province. The Board will therefore as regards this point maintain the system in vogue in the province of Ooh.

Permitting to employ foreign managers will be given. The names of the foreigners employed must be reported to the Board.

Passports will then be furnished, and the local officials will be instructed to extend proper protection according to the terms of the treaty, and thus enable the foreigners to proceed from place to place in convenience. But it must be stated in the agreement made with the Emperor, in order that His Majesty may have leisure to study the principles of the Kiangsu Mongols and others memorandum. Us

begging that we will continue committing the Government for some years to come.

Po-yu-no-yu (Prince of the Kiangsu Mongols) and others memorandum. Us

begging that we will take up the matter.

Each of these memorials has been submitted to the Emperor, and we are now awaiting his decision.

That the Prince of Chuan has memorialized

us begging that out of consideration for the difficulties now besetting the country we may be graciously pleased to continue to administer the government ourselves.

Shih-to, Prince of Li (one of the iron-rich Princes) and others jointly addressee us

begging that we will continue to administer the Government for some years to come.

Po-yu-no-yu (Prince of the Kiangsu Mongols) and others memorandum. Us

begging that we will take up the matter.

Each of these memorials has been submitted to the Emperor, and we are now awaiting his decision.

That the Prince of Chuan has memorialized

us begging that out of consideration for the difficulties now besetting the country we may be graciously pleased to continue to administer the government ourselves.

Shih-to, Prince of Li (one of the iron-rich Princes) and others jointly addressee us

begging that we will continue to administer the Government for some years to come.

That the Prince of Chuan has memorialized

us begging that out of consideration for the difficulties now besetting the country we may be graciously pleased to continue to administer the government ourselves.

Shih-to, Prince of Li (one of the iron-rich Princes) and others jointly addressee us

begging that we will continue to administer the Government for some years to come.

That the Prince of Chuan has memorialized

us begging that out of consideration for the difficulties now besetting the country we may be graciously pleased to continue to administer the government ourselves.

Shih-to, Prince of Li (one of the iron-rich Princes) and others jointly addressee us

begging that we will continue to administer the Government for some years to come.

That the Prince of Chuan has memorialized

us begging that out of consideration for the difficulties now besetting the country we may be graciously pleased to continue to administer the government ourselves.

Shih-to, Prince of Li (one of the iron-rich Princes) and others jointly addressee us

begging that we will continue to administer the Government for some years to come.

That the Prince of Chuan has memorialized

us begging that out of consideration for the difficulties now besetting the country we may be graciously pleased to continue to administer the government ourselves.

Shih-to, Prince of Li (one of the iron-rich Princes) and others jointly addressee us

begging that we will continue to administer the Government for some years to come.

That the Prince of Chuan has memorialized

us begging that out of consideration for the difficulties now besetting the country we may be graciously pleased to continue to administer the government ourselves.

Shih-to, Prince of Li (one of the iron-rich Princes) and others jointly addressee us

begging that we will continue to administer the Government for some years to come.

That the Prince of Chuan has memorialized

us begging that out of consideration for the difficulties now besetting the country we may be graciously pleased to continue to administer the government ourselves.

Shih-to, Prince of Li (one of the iron-rich Princes) and others jointly addressee us

begging that we will continue to administer the Government for some years to come.

That the Prince of Chuan has memorialized

</div

INSURANCES.

THE STRAITS INSURANCE COMPANY, LIMITED.
THE Undersigned having been appointed Agents for the above Company are prepared to grant Policies on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.
Hongkong, November 5, 1883. 855

NOTICE.
QUEEN FIRE INSURANCE COMPANY.
THE Undersigned are prepared to accept Risks on First Class Godowns at 2 per cent. not premium per annum.

NORTON & Co., Agents.
Hongkong, May 19, 1881. 388

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882. 14

LANCASHIRE INSURANCE COMPANY.
(FIRE AND LIFE)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant POLICIES against the Risk of FIRE on Buildings or on Goods stored therein, or Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposal or any other information, apply to

ARNHOLD, KARBERG & Co.,
Agents, Hongkong & Canton,
Hongkong, January 4, 1882. 100

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.,
Hongkong, July 25, 1882. 496

Mails.

Occidental & Oriental Steamship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, AND OTHER CONNECTING STEAMERS.

THE Steamship OCEANIC will be despatched for San Francisco, via Yokohama, on TUESDAY, the 12th August, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and inland Cities of the United States, via Overland Railways, to Havana, Trinidat, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all Trans-Atlantic lines of Steamers.

Return Passages—Passengers, who have paid full fare, re-embarking at San Francisco for China, Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 504, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, July 24, 1886. 1433

NOW READY.

THE REVENUE OF CHINA.

SERIES OF ARTICLES
Reprinted from "The China Mail."

WITH AN APPENDIX.

THIS PAMPHLET is now Ready,

and may be had at the Office of THE PAPER,
Messrs. LANE, CRAWFORD & Co.,
Messrs. KELLY & WALSH,
And Mr. W. BREWER'S.

Price. - - - - - 50 Cents.

CHINA COAST METEOROLOGICAL REGISTER.

AT 4 P.M.—JULY 23.

Station. Barometer and Wind. Temperature. Humidity. Wind. Direction. Wind. Weather. Rain. Pressure and Wind.

Manila. 29.80. 84. 77. WSW. 1. c. —

Haiphong. 29.42. 89. 76. SW. 2. o. —

Hongkong. 29.63. 85. 75. SW. 2. o. —

Amoy. 29.63. 84. 79. SW. 3. o. —

Foochow. 29.79. 84. 76. SW. 3. o. —

Shanghai. 29.58. 87. 78. SE. 3. o. —

Nagasaki. 29.72. 84. 76. SW. 3. o. —

Wl'stock. 29.07. 69. —. N. 2. c. —

AT 10 A.M.—JULY 24.

Manila. 29.83. 80. 80. SW. 2. f. —

Haiphong. 29.88. 84. 77. SW. 2. c. 0.13

Amoy. 29.84. 81. 87. NE. 1. c. 0.14

Foochow. 29.79. 84. 76. SW. 3. o. —

Shanghai. 29.63. 83. 79. SE. 3. c. —

Nagasaki. 29.79. 84. 76. NE. 2. c. —

Wl'stock. 29.80. 65. 94. —. 0. o. —

The barometer has fallen over Luzon and risen in the north of China, and gradients for S. winds have moderated. The temperature is high, the humidity moderate, and cloudy weather prevails.

W. DODKIN,
Government Astronomer,
Hongkong Observatory, Wednesday, July 24.

1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.

2. TEMPERATURE, in the shade in degrees Fahrenheit.

3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort.

6. STATE OF WEATHER, 3. blue sky, 2. detached clouds, 1. drizzling rain, 0. to 1. gloomy, 1. hazy, 2. overcast, 3. passing showers, 4. squally, 5. rain, 6. snow, 7. thunder, 8. visibility, 9. dense (wind).

7. RAIN, in inches, tenths and hundredths.

8. STATE OF WATERS, 3. blue sky, 2. detached clouds, 1. drizzling rain, 0. to 1. gloomy, 1. hazy, 2. overcast, 3. passing showers, 4. squally, 5. rain, 6. snow, 7. thunder, 8. visibility, 9. dense (wind).

9. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

10. DIRECTION OF WIND, to two points.

11. FORCE OF WIND, according to Beaufort.

12. STATE OF WEATHER, 3. blue sky, 2. detached clouds, 1. drizzling rain, 0. to 1. gloomy, 1. hazy, 2. overcast, 3. passing showers, 4. squally, 5. rain, 6. snow, 7. thunder, 8. visibility, 9. dense (wind).

13. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

14. DIRECTION OF WIND, to two points.

15. FORCE OF WIND, according to Beaufort.

16. STATE OF WEATHER, 3. blue sky, 2. detached clouds, 1. drizzling rain, 0. to 1. gloomy, 1. hazy, 2. overcast, 3. passing showers, 4. squally, 5. rain, 6. snow, 7. thunder, 8. visibility, 9. dense (wind).

17. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

18. DIRECTION OF WIND, to two points.

19. FORCE OF WIND, according to Beaufort.

20. STATE OF WEATHER, 3. blue sky, 2. detached clouds, 1. drizzling rain, 0. to 1. gloomy, 1. hazy, 2. overcast, 3. passing showers, 4. squally, 5. rain, 6. snow, 7. thunder, 8. visibility, 9. dense (wind).

21. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

22. DIRECTION OF WIND, to two points.

23. FORCE OF WIND, according to Beaufort.

24. STATE OF WEATHER, 3. blue sky, 2. detached clouds, 1. drizzling rain, 0. to 1. gloomy, 1. hazy, 2. overcast, 3. passing showers, 4. squally, 5. rain, 6. snow, 7. thunder, 8. visibility, 9. dense (wind).

25. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

26. DIRECTION OF WIND, to two points.

27. FORCE OF WIND, according to Beaufort.

28. STATE OF WEATHER, 3. blue sky, 2. detached clouds, 1. drizzling rain, 0. to 1. gloomy, 1. hazy, 2. overcast, 3. passing showers, 4. squally, 5. rain, 6. snow, 7. thunder, 8. visibility, 9. dense (wind).

29. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

30. DIRECTION OF WIND, to two points.

31. FORCE OF WIND, according to Beaufort.

32. STATE OF WEATHER, 3. blue sky, 2. detached clouds, 1. drizzling rain, 0. to 1. gloomy, 1. hazy, 2. overcast, 3. passing showers, 4. squally, 5. rain, 6. snow, 7. thunder, 8. visibility, 9. dense (wind).

33. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

34. DIRECTION OF WIND, to two points.

35. FORCE OF WIND, according to Beaufort.

36. STATE OF WEATHER, 3. blue sky, 2. detached clouds, 1. drizzling rain, 0. to 1. gloomy, 1. hazy, 2. overcast, 3. passing showers, 4. squally, 5. rain, 6. snow, 7. thunder, 8. visibility, 9. dense (wind).

37. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

38. DIRECTION OF WIND, to two points.

39. FORCE OF WIND, according to Beaufort.

40. STATE OF WEATHER, 3. blue sky, 2. detached clouds, 1. drizzling rain, 0. to 1. gloomy, 1. hazy, 2. overcast, 3. passing showers, 4. squally, 5. rain, 6. snow, 7. thunder, 8. visibility, 9. dense (wind).

41. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

42. DIRECTION OF WIND, to two points.

43. FORCE OF WIND, according to Beaufort.

44. STATE OF WEATHER, 3. blue sky, 2. detached clouds, 1. drizzling rain, 0. to 1. gloomy, 1. hazy, 2. overcast, 3. passing showers, 4. squally, 5. rain, 6. snow, 7. thunder, 8. visibility, 9. dense (wind).

45. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

46. DIRECTION OF WIND, to two points.

47. FORCE OF WIND, according to Beaufort.

48. STATE OF WEATHER, 3. blue sky, 2. detached clouds, 1. drizzling rain, 0. to 1. gloomy, 1. hazy, 2. overcast, 3. passing showers, 4. squally, 5. rain, 6. snow, 7. thunder, 8. visibility, 9. dense (wind).

49. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

50. DIRECTION OF WIND, to two points.

51. FORCE OF WIND, according to Beaufort.

52. STATE OF WEATHER, 3. blue sky, 2. detached clouds, 1. drizzling rain, 0. to 1. gloomy, 1. hazy, 2. overcast, 3. passing showers, 4. squally, 5. rain, 6. snow, 7. thunder, 8. visibility, 9. dense (wind).

53. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

54. DIRECTION OF WIND, to two points.

55. FORCE OF WIND, according to Beaufort.

56. STATE OF WEATHER, 3. blue sky, 2. detached clouds, 1. drizzling rain, 0. to 1. gloomy, 1. hazy, 2. overcast, 3. passing showers, 4. squally, 5. rain, 6. snow, 7. thunder, 8. visibility, 9. dense (wind).

57. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

58. DIRECTION OF WIND, to two points.